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Pocahontas County  
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Chapter 8

Young men who see the old buggies, wagons and saddles cluttering up the barn, also the discarded machinery, do not realize that all of these things were once new and well kept, and that they played as much a part in the lives of the pioneer forefathers as the car does in our day.

Two things in this day of the automobile reminds me of the old days of the horse. When a citizen appears on Main Street after an absorbing hour in business or other mental efforts, he stops to think; "Where did I park my car?" and he figures out where he left it. In the other days it was: "Where did I hitch my horse?" And the other duty that reminds me of the horse age is that the car driver before he gets into his automobile to drive it away, glances at the four tires to see if they are still inflated. In just this way the rider got use to looking to his horse's feet to see that all four feet were shod, for horses cast their shoes after a certain length of time.

The car has changed the aspect of the country in that it has brought the towns closer together and enlarged the horizon of nearly every one. Gone are the days when men and women spent long lives without ever getting more than fifteen miles from their birth place. Lewisburg, until the current year, was 42 miles from Marlinton. Five persons can travel to Lewisburg and back on a dollars worth of gas and oil. In the old days it would have taken about thirty dollars, and at least ten hours by the quickest method. Now the trip can be made in four hours there and back. We hear of boys making the trip

in forty-five minutes. With the covered wagon, it meant four days and five nights on the road, sleeping in or under the wagon with the horses tethered to the feed box. The trip now does not cost as much as the toll amounted to in the days of the old turnpikes.

The old hitching posts and stiles, <sup>January 2, 1930</sup> once a necessity, are now a thing of the past. Many of the younger generation have not seen either of them. And good riding horses are as scarce as hens teeth.

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## Road Material in Pocahontas County

In the county there are an abundance of material suitable for road construction some of which has been used quite extensively for local work.

Probably the best local material for road building is limestone. Vast deposits are available, being well distributed over the county and often outcropping along the roads, so that almost any amount that is needed can be secured close at hand or with very little distance of transportation. West of the Greenbrier River and roughly paralleling it the thick-bedded deposits of the Greenbrier Series outcrop extends the entire length of the county. It again gets above ~~the surface~~ drainage along Elk river and its tributaries so that any amount of limestone can be had from this series for those roads lying west of the Greenbrier River.

East of the Greenbrier the lower limestones including the Helderberg of the Devonian as well as the Salina and Niagara Series of the Silurian are exposed the entire length of Beaver Lick Mts., Browns and Michael Mountains so that materials can be had for those roads east of the River.

CHERT-- Oftentimes when there are many roads to be surfaced the use of limestone becomes too expensive, and a cheaper material is sought. In this respect Pocahontas county is quite fortunate in having large deposits of weathered chert beds that make an excellent road-surface material. The Huntersville chert deposits outcrop on either side of Beaver Lick-Browns and Michael Mountains from the Greenbrier county line to Green Bank. This material was used for surfacing